



RUDDER FLUTTER

The Aviation Interest Club of Korca, Albania

By: Mike Weiss, MD, MPH, AME, CFII

Hello from Albania!!

Imagine a time when no one remembers when an airplane last used the grass airstrip near your town and only that it is now used to graze cattle or dump trash. Most of the children have never seen an airplane, let alone flown in one and don't bother to even look up at the contrails of the passenger jets that fly high overhead. It takes 5 hours to drive over rough, winding mountain roads to travel 38 air miles.



Korca Air Strip

People are poor and the economy stagnates because there is no reliable transportation for goods and services, even though there are many resources and the people are educated and hard working. Most adults dream of emigrating for a better future. This is

not an apocalyptic view of Idaho without general aviation, it is modern day Albania.

Many of you know that I left Idaho earlier this year to serve in the Peace Corps. I have been assigned as a health educator working with the District Office of Public Health, but those of you who know me would not be surprised to learn that I have started an aviation interest club at the American Library in Korca as an activity for high school teens on summer break. We meet twice a week. To be true to my assignment, I have talked about health for pilots, the evils of smoking and the importance of physical fitness. I am encouraged to do secondary projects to teach English and empower girls. The group discussions are mostly in English. The librarian helps with



Mike Weiss

translation. There are about 12 kids who attend regularly, 8 girls and 4 boys, ranging in age from 13 to 17. We have also talked about airframes and engines, navigation and airspace, we have designed and tested paper airplanes and we are currently studying weather. The AOPA has some good downloadable materials, but we have been through that. Unfortunately, most of their educational material is interactive and not usable as I have to download to my laptop and present it in the old library which doesn't even have reliable electricity. Peace Corps policy does not allow me to personally solicit donations, but if anyone has any

See Albania

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Largest Hangar in Idaho Open for Business!

By: Mike Pape
Aeronautics' Chief of Flight Ops

This last winter, for the very first time, large aircraft in Idaho Falls were offered a place where they could shield themselves from the harsh Eastern Idaho weather. Aero Mark opened the largest non-military hangar in the state in November, 2008. The 30,000 square foot facility, dubbed Aero Mark XL, has already housed as many as 14 aircraft at one time. At that same time, on a night in December, a regional jet airliner was experiencing a mechanical problem and needed space, so a 15th airplane was added. When you build a hangar that can house an MD-80, such requests are easily filled.

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The Idaho Transportation Department (ITD) is committed to compliance with Title VI of the Civil Rights Act of 1964 and all related regulations and directives. ITD assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any ITD service, program, or activity. The department also assures that every effort will be made to prevent discrimination through the impacts of its programs, policies, and activities on minority and low-income populations. In addition, the department will take reasonable steps to provide meaningful access to services for persons with Limited English Proficiency.

Bob Hoff, owner and President of Aero Mark, said the expansion had been a dream of his for over seven years and has actually been in the works for the past three. "We saw a need for winter hangar space for the many aircraft arriving at the Jackson, Driggs and Sun Valley airports," said Hoff. "At the same time we wanted to build a unique, retro style building that looks like it's been there since the Golden Age of Aviation," he continued. And golden it is, with 1940's opaque doors in the hallways and light fixtures adorned with the silhouettes of antique aircraft. You can't help but feel that Bob's own 1939 Cherry-Red Beech Staggerwing feels very much at home in this hangar.

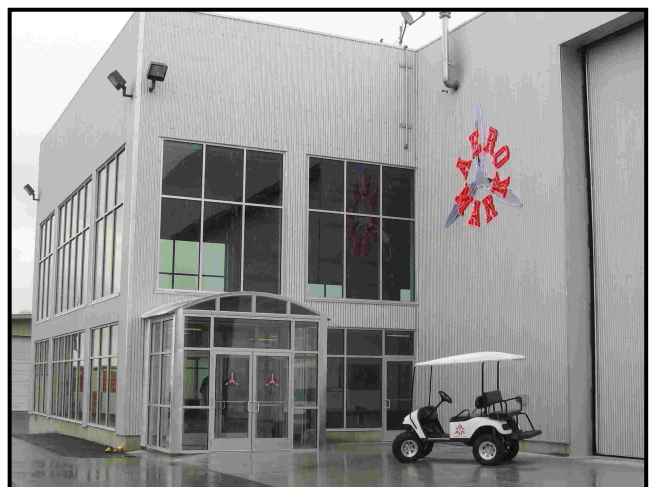
In addition to the large hangar space, the new Aero Mark facility includes 12,000 square feet of office space, amenities and a beautiful passenger lobby. A catering kitchen, tenant rooms, pilot lounge and conference rooms are also part of the layout.

What does Hoff foresee in the near future for this grand building? "We would like to house fly-ins, conferences and aviation expos," said Hoff.

First opened in 1984, Aero Mark is celebrating its 25th year at Idaho Falls' Fanning Field with a brand new first-class facility.



Aero Mark President, Bob Hoff (left), participates in the ribbon-cutting ceremony for the new hangar.



“Attitude” Adjustment

By: Doug Culley

A while ago, an article discussing unusual attitude recoveries appeared in the **Rudder Flutter**. As a new pilot, the article piqued my curiosity. I wanted to know more. As I probed for more information, I met Scotty Crandlemire, flight instructor and Formula One pilot, who has raced a number of years at Reno. He is someone who has flown on the ragged edge; someone with lots of racing and aerobatic experience, who teaches pylon racing at Reno; someone who is very familiar with unusual attitudes and the recovery techniques involved. HE could show me. But...is this really smart? I soloed only two years ago. I don't have 300 hours yet. Am I out of my mind?! My doubts slowly subsided...I wanted the real thing. I wanted to explore the edges of the envelope, so I made the commitment to fly with Scotty.

The day we had planned for the flight quickly approached. I had known for a couple of weeks that we would be flying a Pitts S2B. That didn't mean much to me, other than I knew it was a biplane. “Hope it has a canopy,” I thought to myself. When I got to Scotty's hangar, there she was. What a beauty...bright red and white and rarin' to go! I was alone in the hangar for some time admiring this beauty...or will it be the beast? I would very soon find out.

After a short explanation of the maneuvers that we would do, it was off to the plane. I have only worn a parachute on two other occasions. Both of those were fun, but very stressful. So here we go with the parachute again. Scotty gave a very thorough explanation of its use and purpose: “Look for the D-ring, grab the D-ring, pull the D-ring!”

With a 300 HP engine and a 3-bladed, 84-inch prop turning slowly just three short feet in front of me, it was hard not to let the adrenaline take over. The rumble of all that horsepower was AWESOME...and we had only just started the engine!

Initially, I needed to feel how the Pitts would perform in slow flight:

throttle back to 1500 RPM; pitch the nose up and wait for 80 knots. Now add throttle and keep pitching up while maintaining 80 knots. Are we almost vertical?! Feels like we're almost vertical! LOOKS like we're almost vertical! “Now keep that pitch angle and reduce power to the stop,” Scotty said. “ARE YOU NUTS!!!!!!?” I thought to myself.

Now I don't think I'm a big chicken or anything like that, but when I'm vertical and hanging on the prop, I would think that the last thing to do would be to reduce the power. If I keep this up much longer, I'm going to stall. Why not lower the nose?

Like a ton of bricks it hit me. We're not doing normal stuff! This is unusual attitude stuff! And I finally realized that most of the time, unusual attitudes are created by the pilot!!

“Throttle back to the stop; stick back to the stop; FULL left rudder NOW!” Scotty emphatically stated.

In my mind I know what's going to happen. We're going to spin! The surprise came when Scotty said, “YOUR plane; YOU recover.” We had reviewed all the procedures on the ground. Now I had to remember what came in which order. Was it neutral ailerons, opposite rudder? I was lost. “That's the kind of thing that happens if you haven't had this kind of training,” he offers. “OK, let's do it again!” We did the maneuver till it was instinctive to use full opposite rudder. No matter which way we turned, it was instantly opposite rudder.

I needed a breather. Some cool air in the face and then we were at it again.

“Do you know how to recover from a Moose stall?” Scotty asks. I thought I did. I'd heard about them and had done what I thought were good turning stalls at a safe altitude. I was WRONG!!!! There was nothing gentle about these stalls in a banked turn. They weren't



Scotty in his Pitts

violent, but by my meager 172 standards, these stalls were huge. The great news was that the recovery technique is the same: opposite rudder; neutral ailerons; level the wings; and fly out with power. I think I might have learned something!

It's hard to describe the power of the Pitts. It's an instant rush of noise and acceleration that puts you back in the seat...and if you're not in the proper attitude, it will also get you into a lot of trouble. Scotty insisted, “When you see sky, power on. When you see the ground, power FULL off.” “Don't be hesitant” I would hear. “When you decide to do the maneuver, DO it. Don't go half way. Make the plane do what you want it to do.” That was the second great lesson of the day! Know what you're going to do, then do it!

So what did I learn from all this? I learned that the unusual attitudes that really hurt people are created by those very same people. I learned that if you're not sure of how to do a maneuver, you better get some instruction. And most of all I learned that no matter how many times you rehearse recovery maneuvers on the ground, there's nothing like actually doing them in the air. I could have gone over the recovery techniques for hours, but it was only in the air, in the actual situation, that I could really see what happens and appreciate the need for this kind of training. I truly thank Scotty for teaching me how to avoid and recover from some common mistakes pilots make and would highly encourage every pilot to get some unusual attitude recovery training. **Thanks Scotty!**



Radio Chatter

By: Frank Lester
Safety/Education Coordinator



Big Creek Lodge

Here are the latest plans for rebuilding the Big Creek Lodge as received by John DeThomas, Aeronautics Administrator, in response to his inquiry to the owners, Scott and Trudy Fodor:

“Our plans for this summer are to go in and get the remains cleaned up once the road opens; hopefully this will be in the next few weeks. Due to the short season of road access we will get that done but most likely will not get anything further towards rebuilding accomplished. We will not be serving any meals in there this operating season. We do still have one duplex cabin that was not consumed in the fire and are renting that out this summer for people



Cavanaugh Bay Runway

who wish to have a bed and roof versus camping. These two units can be rented by emailing or a phone call. We will still be conducting summer pack trips and our fall hunting operations, also. If you have any other questions that were not answered please feel free to let us know.

Thank you,
Scott and Trudy Fodor,
owners.”

For more information on the availability of accommodations, pack trips or fall hunting activities, you can contact Scott or Trudy at bigcreeklodge@starband.net or 888-848-0011.

Cabin Creek Airstrip

Many thanks to the Forest Service for their maintenance work on the Cabin Creek Airstrip.

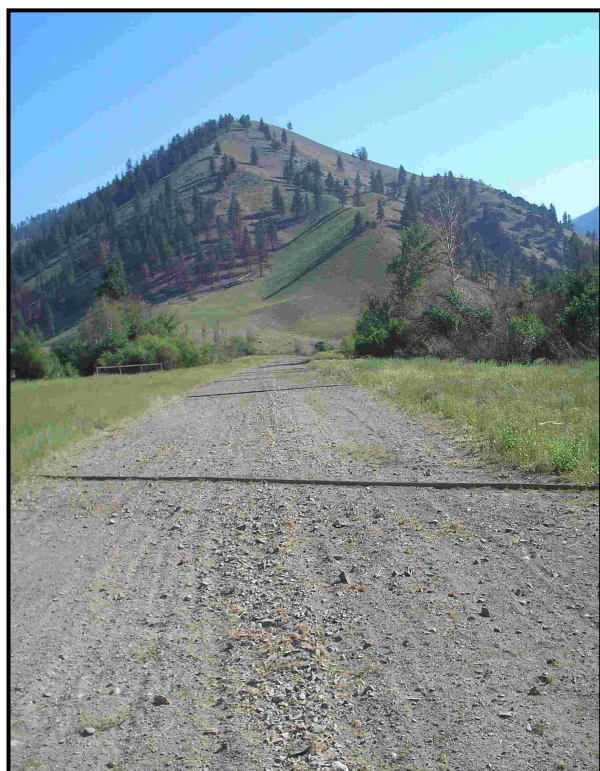
Kamiah now has AvGas!

For the first time since the 1970's, Kamiah has

AvGas. The Clearwater Valley Aero Club, according to Nick Grachanin, just took delivery of a fuel truck and is dispensing fuel. Cash only for the moment, Nick says they hope to be able to begin taking plastic in the very near future. Nick has asked that we pass the word to everyone that they now can fly to Kamiah without having to stop and buy fuel before heading home. Contact Nick at nfgrachanin3@gmail.com for more information.

Cavanaugh Bay Upgrades

This just received from Gary McElheney, Aeronautics Airport Manager, “The new addition to the Cavanaugh Bay Airport is now open. The new facility has men's and women's restrooms and showers that are handicapped accessible. The modular building replaces a WW-II Quonset hut and will be very valuable to fly-in campers at Cavanaugh Bay. The project took a lot of hard work from airport maintenance personnel and two years



Cabin Creek Airstrip

See Radio Chatter

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Aviation Medical Matters: Heat Stress

By: Paul Collins, MD, AME

There have been some very hot days this year and records have been broken. Despite the heat we continue to fly and therefore we must deal with it, blazing saddles or not. Heat stress on our planes is a problem. Heat stress on pilots is also a real and possibly dangerous problem to those of us out in the hot midday sun.

The problem for your body is keeping up with the heat load placed on it by a combination of activity-related and environmental heating. The body's preferred way of getting rid of excess heat is sweating. The body sweats a salty water solution that cools by evaporation. It is basically your own swamp cooler. We strive to keep our core body temperature in the normal (98.6° F) temperature range since this is where we work most efficiently. A warmer core temperature causes us to have symptoms of heat stress. Without correction, it can easily lead to heat cramps, heat exhaustion or even heat stroke. With high heat exposure, the body will keep pouring out the sweat until it literally runs out of the materials, mainly water, needed to make sweat. At this point there is little ability to control body temperature. The result is that vital body functions such as the nervous system begin to shut down and mental confusion can set in. As with many such events, thinking ahead can prevent these problems. Here are some thoughts about how you can prevent heat overload:

- Condition yourself for the heat. Start slowly with a hot weather workout program, increasing your workout over several weeks. Your body should start to adjust and become more efficient in cooling you down.
- Keep up with your fluid loss by drinking liquids often. Don't wait until you are thirsty, by then it is too late. We have learned that drinking only water can create an electrolyte imbalance and muscle cramps; so include some electrolyte fluids to prevent this. Having to stop on a flight to urinate is not a bad problem.
- Do not drink diuretics such as pop, caffeine, or alcohol. They create a net loss of fluid.

- Take frequent breaks to let your body core distribute and reduce the internal heat load. This is especially true if you are feeling a headache or overheated.
- Wear light clothing that breathes and helps you cool by promoting the evaporation of sweat.
- Stay well rested and retreat to shade or cooler areas to let your body catch up with the heat load.

If you don't keep up with the heat load there are three main problems that can occur with increasing severity. Hopefully, you will be able to maintain your fluid level and reduce your temperature to avoid them, but if they do affect you or your friends, you should be aware of the symptoms, causes and be able to respond correctly.

Heat Cramps: Heat cramps are muscle spasms that occur during or after exercise, during sleep or when relaxing. They affect mainly the arms, legs and occasionally the abdominal muscles. It appears that they are caused by the loss of electrolytes from prolonged sweating and insufficient replacement on the cellular level. Although they can be very painful, they usually do not cause any lasting damage. If you experience them though, take it as a warning that you need to increase your fluid and electrolyte intake. Sports drinks or eating fruits like bananas are an excellent way to keep your electrolytes up.

Heat Exhaustion: This is more serious than heat cramps but is caused by the same problem – not enough fluids and electrolytes. What happens is the body's ability to control the core temperature is overworked and starts to shut down. The surface blood vessels collapse from loss of fluid and the core temperature starts to climb above normal. The symptoms are:

- headache
- intense thirst
- dizziness
- fatigue
- loss of coordination
- nausea
- impaired judgment
- hyperventilation

- tingling in the hands and feet
- weak and rapid pulse
- low blood pressure

If someone is experiencing these symptoms, they should be moved to a shaded or air-conditioned location. Have them lie down with their legs slightly elevated and cool them with wet cloths or fans. Should they remain confused or continue to display symptoms for more than an hour or so, consider getting medical attention. Even if they rapidly recover, they should not return to exercise in the heat for at least a day or two.

Heat Stroke: This is what happens when heat exhaustion is not adequately treated and the body collapses from the stress. It is a medical emergency and has a high death rate. Here, the water and electrolyte loss is so great that the inner core body temperature rises to deadly levels. In some cases the person goes through the stages of heat cramps, then heat exhaustion and finally enters heat stroke. In other cases the progress is so rapid these other stages may be skipped. Often the symptoms of a heat stroke are confused with a heart attack. The first symptoms include a high body temperature often greater than 103° F. There is usually no sweating and the skin is hot, red or flushed and dry. The other heat-related symptoms are present in heat stroke but worse. Often the person is very confused and shows bizarre behavior. Advanced symptoms could be a seizure and convulsions or collapse with loss of consciousness. The body temperature can continue to increase to greater than 108° F. With heat stroke it is critical to lower the victim's temperature, and quickly. Every second counts so pour water on them, fan them and if possible apply cold packs. Call an ambulance and medical help and let them know you suspect heat stroke. Unfortunately, all too often this is a fatal condition.

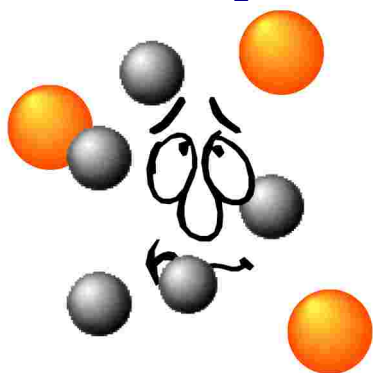
Just like extremely cold temperatures, extremely hot temperatures can also be very dangerous. Prepare for these conditions; take plenty of water and electrolytes and stay ahead of the heat. Be careful and prepare for heat stress.



Idaho Aerial Search

By: Frank Lester, Safety/Education Coordinator

We're Seein' Spots...!!!!



This has indeed been an interesting summer. Our accident rate seems to be on track for our ten-year average (not good) but fortunately, our fatalities appear to be down. Regardless of the numbers, we are still bending a lot of metal.

Out of it all has appeared a trend that many of us had not anticipated ... the use of satellite-aided tracking devices, the most well known being the Spot, as quasi-emergency locators for downed aircraft. We have had three "911" activations on two accidents this year (that we know of in Idaho) and all three were handled by Lori MacNichol out of McCall. In each case, GeoCom, the emergency notification network that Spot uses, as advertised, notified the user-requested emergency contacts and the local county sheriff. However, Aeronautics, the agency responsible for coordinating the aerial search for missing and overdue aircraft was left out of the loop. These events highlighted several inconsistencies and misunderstandings about the system and what it is supposed to do.

I am not prepared to debate the pros and cons of this system because I don't fully understand its capabilities, uses or potential. I do know that there are a lot of questions resulting from our experiences this summer. Having talked to people at both the Inland SAR School and the Air Force Rescue Coordination Center (AFRCC), I have come to several conclusions: first, a Spot is not recognized as an emergency locating

device because it is not monitored by the international system of SAR satellites; second, its signals are routed through "911" centers and not the Coast Guard, AFRCC or any other Government SAR agency; and third, you have to be conscious to activate the device.

In one instance this summer, the pilot had the device mounted on the glare shield for automatic in-flight tracking but when the accident occurred, the windscreen departed the aircraft, followed by the Spot. It took the pilot an additional hour or so to find the device and activate it.

We are not in the business of sales. Whether or not you purchase one of these devices is entirely up to you. I own one that I carry with me when I fly and when I'm camping with my grandsons. They serve a purpose and according to the Spot web site, have a very good record. However, from a search perspective, I strongly encourage you to consider installing a 406 MHz ELT in your aircraft. First of all, an ELT in good working order and properly inspected is an FAR requirement. The FAA doesn't mandate which ELT you must have, only that you have one. Consider this: I flew over the accident site where two of the Spots were activated and the 121.5 MHz ELT was banging away, loud and clear but no one heard it except me.

Secondly, a 406 is monitored by international SAR satellites and will be routed

directly to those units specifically trained to search for you and assist you in your needs. Don't waste precious time that could be the difference between a successful rescue and a devastating recovery.

Aeronautics is currently researching the Spot and similar devices for the Fall Safe Pilot seminars. Again, the purpose of these presentations is not to sell or disparage these devices but to present you with the all the facts surrounding their use and provide you with a better understanding of their capabilities. Our "We're Seein' Spots...!!!!" tour is scheduled for the latter part of September and early October. Several of us will be traveling around the state to give these presentations and to hear your thoughts. Watch for the dates and times and plan to join us for a very important seminar.



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Outgoing USFS Chief Shows Strong Support for Backcountry Airstrips

July 2, 2009

To: Regional Foresters, Station Directors, Area Director, IITF Director, Deputy Chiefs and WO Directors

Aviation has been part of our country's heritage, both as a mode of transportation and as a means of access to remote and scenic areas for a wide variety of purposes. Backcountry airstrips are an appropriate use of National Forest System (NFS) lands as they provide enhanced access for a variety of legitimate recreational activities and serve recreational pilots. Providing and maintaining backcountry airstrips enhance the spectrum of recreational uses of NFS lands. Providing backcountry airstrips serves recreationists who care deeply about use and enjoyment of NFS lands, both now and in the future. Recreation aircraft and backcountry airstrips can be an integral part of a balanced and efficient transportation system.

As Chief: I want line officers and resource planning staff to support use of recreational aircraft and backcountry airstrips on NFS lands where appropriate considering local resource conditions and as part of a balanced, safe, and efficient forest transportation system. It is our policy to develop aircraft landing facilities, including backcountry airstrips, on NFS lands consistent with the applicable land management plan and applicable Federal Aviation Administration regulations (49 U.S.C.1349).

Accordingly, pursuant to my authority at 36 CFR 212.2(c), I am prescribing that the annual program of work for the Forest Transportation System for each administrative unit (1) include an inventory of back country airstrips under Forest Service jurisdiction, regardless of prior ownership and (2) listing of these facilities on the Forest Transportation Atlas, where appropriate under the

applicable land management plan and existing management direction and after assessment of potential risks to public safety and the requisite environmental analyses have been conducted.

Regulations at 36 CFR 212.1, Subpart A identify airfields as part of the Forest Transportation System. Aircraft are motor vehicles (36 CFR 212.1, Subpart A). However, aircraft are exempt in regulations describing the designation of roads, trails, and areas at 36 CFR 212.5 (a) (1), Subpart B. The public use of the airfields listed in the Forest Transportation Atlas are to be managed similar to that of NFS roads and trails. Backcountry airstrips listed within the Forest Transportation System are open for general public, unless marked as closed.

Decisions to open backcountry airstrips to public use should be made after consultation with the local engineering, fire and aviation, recreation, ecosystem management, and other affected staffs. Ultimately local line officers are responsible for successful management of airstrips on NFS lands. Constrained availability of appropriated funds for operation and maintenance and potential risks to public safety and natural resources, including limited availability of assistance in emergencies, may affect the appropriateness of making a backcountry airstrip available for public recreational use. Land use authorizations may also be an appropriate tool in authorizing backcountry airstrips.

Airstrips that are already listed on the Forest Transportation Atlas and that are available to the public should remain open to the public, unless a change in resource

conditions, public use, or risk factors warrants closure. Airstrips that are currently closed to public use should remain closed until new information or conditions warrant opening them to public use.

Operation and maintenance of airstrips may provide opportunities for cooperative relationships under Challenge-Cost Share and other authorities. The recreation pilot communities are significantly engaged in providing funding, human resources, expertise, and equipment for backcountry airstrips on NFS lands. Cooperative development and maintenance of public airstrips in the Forest Transportation System does not necessarily require issuance of land use authorization. The use of volunteers in joint development of Russian Flat public airstrip on the Judith Ranger District, Lewis and Clark National Forest in Montana is an excellent example of cooperative development.

I am confident that our line officers and resource managers will strive to provide a full spectrum of recreational uses, including safe and sufficient operation and maintenance of airstrips, as a vital component of the Forest Transportation System.

Abigail R. Kimbell
Chief

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Safety Corner:

Office of Runway Safety Summer Initiative

A beautiful May afternoon, sunset was almost three hours away. A Cessna C172 was on 2-mile final when it was instructed by air traffic control to go around for a Cessna C152 holding in position on the runway. The pilot of the 172 acknowledged, but continued to descend towards the runway. Alarmed, the controller repeated his instruction to go around, which the 172 pilot again acknowledged. Finally, the 172 passed over the aircraft holding in position by 200 feet and performed a touch-and-go. In a later interview, the pilot explained that he did not know what “go around” meant; it was only his third time flying at a towered airport.

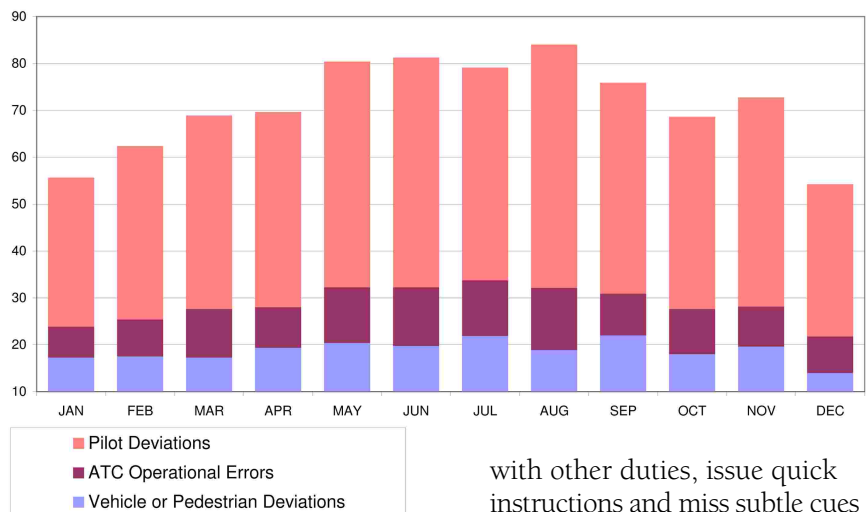
10:45 AM on a hot August morning. A student solo pilot in a Cessna C172 was instructed to taxi to the runway via taxiways W and S. The student, however, missed the turn on S and entered the runway as a second aircraft was on departure roll. The departing aircraft saw the taxiing C172 enter the runway and believed a collision was imminent if he rotated. Instead he aborted his take-off, veering to the side and passing the C172 by 10 feet.

Summer increase in runway incursion risks

These stories are representative of a recurring problem for airports, and in particular, airports that serve large general aviation populations: the seasonal increase in runway incursions during the summer months—roughly May through August (see figure). Based on data from 2001 to 2008, in a typical January there are about 55 runway incursions (RI) nationwide, but May-August average over 80 RI's per month.

What accounts for this increase? Certainly the summertime increase in traffic is one explanation; more operations mean more opportunities for mistakes. Traffic, however, is not the whole story. A breakdown of the

Average Monthly Runway Incursions, 2001-2008



statistics shows that most of the increase is attributable to pilot deviations. Moreover, while commercial carriers typically averaged 9-10 pilot deviation RIs per month during the 2001-2008 period, general aviation RIs tend to sharply increase during the summer months from a low of about 20 in January to an average of almost 35 per month for May-August—a 75 percent increase.

Examinations of official reports and discussions with pilots and controllers point to several underlying causal factors:

- Lack of familiarity with layout and procedures at towered airports: Pilots based at non-towered airports who use towered facilities (for example, to practice IFR approaches) must take the time to thoroughly familiarize themselves with the airport layout, procedures, and phraseology for movement on the airport surface.
- Pilot reluctance to ask for help when confused about their position: Anecdotal reports indicate that general aviation pilots are sometimes reluctant to ask for help when uncertain about their location. This reluctance can be exacerbated during heavy periods when controllers, busy with several aircraft or preoccupied

with other duties, issue quick instructions and miss subtle cues that a pilot is unfamiliar with the airport.

- Communication errors: Common communications errors include taking a clearance meant for another aircraft or vehicle—in particular when call signs are similar, misunderstood communications, hearing and/or reading back clearances incorrectly, or acting on an anticipation of a clearance. The underlying causal factor, though, can often be traced to the seasonal pilot's inexperience with proper communications procedure and surface movement phraseology.

FAA Summer Runway Safety Initiative

Faced with this challenge, the FAA Office of Runway Safety has launched a summer initiative aimed at reducing runway incursion risks. This year, the effort is targeted in selected northwest and upper mid-west states where historically the May-August increase in RI's has been the most pronounced. In the future, the plan is to expand the program across the country and incorporate the lessons learned this year.

See Initiative

Continued on page 9



Idaho Mountain Pilot, Keynote Speaker at Calgary Convention

By: Frank Lester, Safety/Education Coordinator

Against the breathless backdrop of the Canadian Rockies, the Canadian Aircraft Owners and Pilots Association (COPA) held their 2009 Fly-in Convention and Centennial Celebration of Flight. Mountain flying was a featured topic and McCall mountain flying instructor, Lori MacNichol was the keynote speaker. Lori led two workshops, July 17th and 18th, in which nearly 250 pilots attended each day. The day following each seminar, pilots

and planes staged for a fly-out in the early morning to several predetermined routes that viewed the glaciers while employing ridge crossing and drainage navigation techniques covered in the previous day's seminar. COPA members honored Lori at the Saturday night



Lori speaks to a group of Canadian pilots at the COPA convention.

banquet with a special Calgary Stampede Cowgirl Hat.

Lori, an accomplished mountain flyer in her own

right, operates one of the largest flight training schools in North America dedicated to mountain flying, McCall Mountain/Canyon Flying Seminars. Her knowledge and enthusiasm makes her a regular speaker at seminars and conventions around the country including the AOPA's annual convention.

Initiative

Continued from page 8

Pilots may not always take the time to read available FAA-produced literature on runway safety, or study the Runway Safety Office website. Thus, the primary objective of the initiative is to contact as many pilots as possible using multiple methods to highlight the critical importance of runway safety—especially for pilots who do most of their flying during the summer and who may be a little rusty on surface movement best practices.

The summer campaign started with a mass mailing to pilots in specific areas within each of the targeted regions. This will be followed by an e-mail notification with links to further information, pilot's meetings, and briefings to facility and ATC management.

HOW CAN YOU HELP REDUCE THE RISK OF AN INCURSION...

Allow extra time to study the airport diagram when planning any flight to or from a towered facility. Keep a copy readily available in the cockpit. Current airport diagrams are available free of charge online at www.naco.faa.gov.

Develop a good working knowledge of standards for airfield signs and markings to help maintain situational awareness while operating on the airport. The Aeronautical Information Manual (AIM) is an excellent resource for this information. If you are uncertain about your position on the airport surface and are not on a runway or otherwise creating a safety hazard, stop and contact air traffic control. Always remember "if in doubt... ask."

Listen carefully to and read back all air traffic clearances. In particular, the use of any runway, under all circumstances, requires ATC clearance. Take a moment to review and clearly understand the requirements associated

with "taxi to" clearances in Part 91.129. If you are uncertain about a hold short instruction or whether or not you are cleared to enter or cross a runway, stop and contact air traffic control. Always remember "if in doubt... ask."

Practice heads-up and heads-out when taxiing. Avoid any cockpit task that could be a distraction from navigating safely on the airport. Checklists, programming, and other pre-flight activities should be completed while the aircraft is stopped.

In almost all cases, breaking the chain of events that lead to an incursion can result from your efforts to reduce risk and make safety a priority. Through its summer initiative, the FAA is confident that you can help reduce runway incursion risks and enhance the fun of summer aviation.

Although this article is appearing later than originally planned, the information remains extremely relevant. Editor



The Color of Aviation: *Dick Williams*

By: Patrick Williams

One of the many things that makes this job so enjoyable is the opportunity to observe and write about the many facets, personalities and experiences of those who color the vast mural that is our aviation heritage. Even more enjoyable is to listen to those who have had this love of aviation infused into their being by a nurturing mentor, describe that experience. In a recent issue of the **Rudder Flutter**, Mike Pape looked at Pat's growth as a pilot from his father, Dick's, point of view. Now the tables are turned: here is the "Rest of the Story" from his son, Pat's, perspective. Editor

When it came to flying with Dad, I was always too excited to sleep or eat before an early morning flight. On a lucky afternoon, Dad would come home and ask if I wanted to go take a day or two and fly into the backcountry. Sometimes it was a working trip such as bringing supplies to Harrah's Middle Fork Lodge in a Twin Otter or other times in the Super Cub visiting old friends at the many ranches and airstrips. It was this flying that nurtured my love for aviation and the Idaho Backcountry.

As has often happened during my flying career, luck, good timing and hard work have come together to present me some incredible opportunities. For many reasons I have been truly fortunate throughout my life especially being lucky enough to be the son of one of the best backcountry pilots and instructors. As a kid I didn't come to this conclusion alone but through the repetition of praises, comments and compliments from other pilots and friends that we would meet. It was always, "I'm glad your Dad taught me this or that," or "He's the best instructor I've ever flown with." Although I really had no one else to compare Dad to, this common theme made me realize just how fortunate I

was to get all my training from him, at any time!

Whenever I heard Dad talking about a flying trip into the backcountry, I would be asking to go. I don't think he told me about every opportunity because, had I known, I doubt my school attendance record would have been very strong. My favorite times were the opportunities to fly in the Twin Otter and the Super Cub. However, in the Twin Otter I had to put up with a lot less instruction! As I grew into my teenage years, the flights in the family Super Cub became more and more instructional. There was never a time when he wasn't asking me, "...so where do you go if your engine quits right now?" He was always asking that question until I finally caught on and learned that the quicker I had an answer, the quicker he would stop bugging me. Today that habit pattern is so engrained that I am always thinking about an alternate landing site, even in the F-22.

A maneuver I remember hating to practice was Dutch Rolls. I despised these and could never keep my nose within 5 degrees of a point. Then Dad would patiently take the airplane and demonstrate the perfect execution of this maneuver with the nose as steady as a rock. Then I would try it over and over again until I would make myself sick. Even today I practice this maneuver and I still can't hold the nose as steady as he could. He would always make me practice these on every flight and challenge me to do better. I think it was during this training that I began to enjoy practicing the skills that were difficult to be good at, instead of the skills that came easy; an attitude that would guide



Dick and son Pat at a recent Mountain Home AFB air show.

me through the Air force Academy and my entire flying career.

What stands out in my memory is how much Dad emphasized safety during every single flight. The stories of how he lost many good friends in the backcountry brought this point home and it seemed that every year another accident would occur, upsetting him for days. I know that he was really concerned for everyone that came to fly the backcountry. He hated to see people crash and hurt for completely preventable reasons. It is this attitude that inspired him to create a mountain flying safety video. He drew on his many lessons and experiences in a way that could help countless pilots planning to venture into Idaho's backcountry. It was a first of its kind in Idaho and included many of the basic differences and thought processes required to fly in the mountains. To this day, I still feel incredible pride in this achievement and show it to all my fellow squadron pilots!

I have flown with many instructors and while working to be an instructor myself, have taken to heart many lessons and experiences. There are the obvious

Williams

Continued on page 11



GIRLS ACADEMIE Takes Off!

By: **Lisbeth Giglio, Founder of Girls Academie**

On June 9, GIRLS ACADEMIE, an international club for girls ages 6-18, had the amazing opportunity to take the controls of and actually fly an airplane and helicopter at the Carey Airport. A part of the Carey Family Day, the flights were provided by EAA Chapter 407 members under the EAA's Young Eagles Program. Some parents and, yes, boys also got in on the fun of flying a small airplane.

About sixty children and their parents met at the rural Carey airstrip, where ten planes, one helicopter and eleven fabulous pilots made this GIRLS ACADEMIE event a once in a lifetime experience, one that these children will never forget.

After the flying, everyone enjoyed a good old fashioned barbeque where they could exchange their extraordinary stories of flight. As one child said, "This

was the most special time of my life! I will never forget this!" This summer alone, girls have had the opportunity to participate in other fly-ins and Young Eagles flights across southern Idaho as well as a rafting trip on the Salmon River.

GIRLS ACADEMIE is a dynamic, experiential learning community that spans the globe, dedicated to empowering girls to greatness by fostering each individual girl's unique potential and spirit through exemplary



GIRLS ACADEMIE Founder's daughter, Gabriella, 2, and her friend Charlotte, 9.

standards of individual character, intellectual achievement and social responsibility. For more information on GIRLS ACADEMIE, contact Lisbeth Giglio at (208)720-4586 or lisbeth@girlsacademie.com.

Williams

Continued from page 10

lessons about "what not to be." But there are others more difficult to quantify, the qualities and techniques that work with students and really make a difference. These are difficult to see because a good instructor can teach you and you won't even know you are being taught. I found it hard to understand Dad's instructional techniques because they were so natural. I never thought of myself as a "natural" pilot, but Dad made me feel like it...sometimes...but usually not during my landings! It all comes back to the high level of instruction I was so fortunate to receive. Dad spoke loudly and yelled when necessary but was quiet when he knew I had to figure it out on my own. He never lowered his expectations just because I was his son



Dick and an un-named companion in the early days.

and after a rough flight, he wasn't afraid to tell me to land and that we were done. This discipline is a quality that was difficult for me to pick out at the time, but one I now realize I have learned from him.

Even during my F-22 sorties I find myself listening to his words and lessons as if he were there in a back seat. That is how one knows that they have had the privilege of flying with an exceptional instructor. I fully credit my success at reaching my dream of flying the world's best fighter to my father's teaching, patience and discipline. I just wish the jet had two seats so I could take him for a ride!

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Calendar of Events

Email your event information to tammy.schoen@itd.idaho.gov for inclusion in the **Rudder Flutter** and the Aeronautics website.

September

- 12 **Ontario Air Faire**, 0800, Ontario Municipal Airport, Ontario, OR
FREE ADMISSION: All fly-in pilots (PIC Only) receive free all you can eat breakfast, Merle Maine's Jet Warbirds, Aerobatics by Kathy Hirtz, Bob Finer, Matt Groth, and Scotty Crandlemire, Food Booths, live entertainment and more!!!! www.ontarioairfaire.com
- 12 **Twin Falls Fly-In**, 0800, Twin Falls, Joslin Field (TWF). Breakfast, lunch and 2 seminars, "Making Bold Pilots Old Pilots" and a short-field takeoff exercise.
- 26 **Lewiston Air Fair**, EAA 328 Open House, Hangar open house, breakfast, lunch, displays, plane/helio rides. Wes Rash, 208-883-4337

October

- 13 **Idaho Aeronautics Board Meeting**, Hailey (SUN) Airport, time and location TBD. Tammy Schoen, 208-334-8776 or tammy.schoen@itd.idaho.gov
- 15 **Rudder Flutter Article Submission Deadline**, Frank Lester, 208-334-8780 or frank.lester@itd.idaho.gov

October (continued)

- 16-17 **FIRC (Flight Instructor Refresher Clinic)**, Sandpoint, Edgewater Resort. Sponsored by Division of Aeronautics
Frank Lester, 208-334-8780 or frank.lester@itd.idaho.gov

November

- 8 **Veteran's Breakfast**, Warhawk Air Museum, Nampa. Come join us for pancakes, eggs, hash browns, OJ, coffee & milk. 8 am - noon. Adults \$6, Seniors \$3. Warhawk Air Museum, Nampa, 208-465-6446, www.warhawkairmuseum.org

December

- 7 **Pearl Harbor Day**, Warhawk Air Museum, Nampa. A day to reflect and honor those who sacrificed so much that day! Starts at 11:30 am. Warhawk Air Museum, Nampa, 208-465-6446, www.warhawkairmuseum.org

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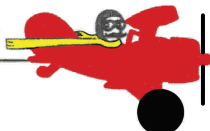
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Woman Earns Her Wings at 78

By: **Carla Deder**

Through many challenges and delays, Annette L. Orton earned her Private Pilot Certificate on Saturday, July 11. Her first passenger was her son, Edward from California. Ann's daughter-in-law, Elaine and granddaughter, Riley watched from the ground in anticipation of this important event.

With her permission, we are bragging on the fact that Ann doesn't let her age deter her from doing the things she wants to do. Ann said recently that she wants to continue to experience life and works hard to maintain a healthy lifestyle.

Many people have gone through pilot training and are pilots today. But during her training, Ann suffered the loss of her husband. After years of being a caregiver, she sold her home of many years and moved into a retirement center. However, these seeming setbacks didn't discourage her from her goal of becoming a pilot. She said she was determined to finish, and now she has.

Her new flying adventures will include flying to Ione, Washington, over the mountains for breakfast with

her friends; to Porthill for coffee; or to remote Idaho airports to picnic or camp overnight. She'll also use her privately-owned, 2-place Cessna 150 to fly to Deer Park, where she's the treasurer of the Spokane glider club. No surprise, her next goal is to earn a glider pilot license. And, if that's not enough, she's the treasurer of the Sandpoint EAA chapter, a member of the 99s and is a part-time substitute teacher in chemistry and French for the Pend Orielle School District. Annie also enjoys being a volunteer tour guide at the Bird Aviation Museum and Invention Center in Sagle, combining her interests in medical science and aviation.

Annie is an extraordinary woman. Besides learning to fly, she trains for and runs in 5K races and half marathons, as well as the Bloomsday run. She is a triathlete. Ann said she has participated in 30 triathlons since she started at 66 years old. Some of her more enjoyable triathlons include the Lake to Forest triathlon in Sandpoint, the Liberty Lake Women's triathlon and



Carla with Annie Orton

the Medical Lake triathlon, both in Spokane, Washington. She has even traveled to Helena, Montana, to participate there.

Ann is such an inspiration for those of us who are nervous about starting something new. All of us pilots at the Boundary County Airport in Bonners Ferry are so very proud to know her and even try to follow in her footsteps. So next time you see a little red and white plane fly over, look up and smile. It very well could be Annie heading out on some new adventure.

Albania

Continued from page 1

old aviation books or materials they would like to donate to the American Library, the address is:

**Biblioteka "N.E.A.R.O."
Biblioteka "Thimi Mitko"
Bulevard "Shen Gjergji"
Korce, Albania**

Attention: Angela

Paul Collins is planning to visit in November. If any other of you pilots feels like visiting a beautiful, small city in a mountain valley in the central Balkans feel free to e-mail me. There is lots of history and scenery here, which I'd be happy to show you and, maybe someday in the not too distant



future, a thriving general aviation community. Meanwhile, despite all the hassles and threats, let's be thankful for the opportunity and freedom we enjoy at home.

The pictures in Mike's article I gleaned from some travel information and Mike's blog. He sent me the picture of the local airport, but, unfortunately it isn't too clear. You can find more pictures and information about his tour



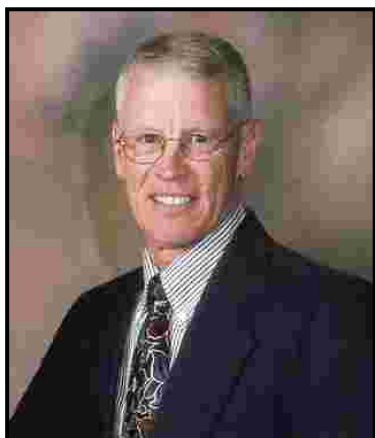
in Korca on his blog at <http://idalbania.blogspot.com>. You can also reach him by email at aairedale@aol.com. I am sure he would love to hear from you and chat about Idaho and the backcountry. While you are at it, now would be a good time to clean out all those old FAA manuals and Jeppesen training materials and everything else from Gleim and King, box them up and send them to Mike at the address listed. He will appreciate it. In the meantime, I will try to get Mike to send some periodic updates that we can publish in the **Rudder Flutter**. Editor



A First Class Read

By: Mike Pape, Aeronautics' Chief of Flight Ops

Of the many aviation books I have read, one just recently published has risen to the top of my most-recommend-reading list. William C. Miller recently completed "**First Class...Or Not At All**", a 204-page historical account of the Idaho Air National Guard from 1946 to 1975.



William C. Miller

The book's cover displays a screaming P-51 Mustang making about a 10-foot, high-speed pass over Gowen Field; the book hardly slows down from there.

Army Air Corps bomber crew training base.

The book goes on to describe the introduction of the early jets and Cold War mission of the 190th fighter Interceptor Squadron. Along the way, personalities of the men and women come alive in scrapbook pictures, comments and eye-popping stories. Any Idaho aviation enthusiast will recognize the names and locations and even some of the more memorable events of the 190th.

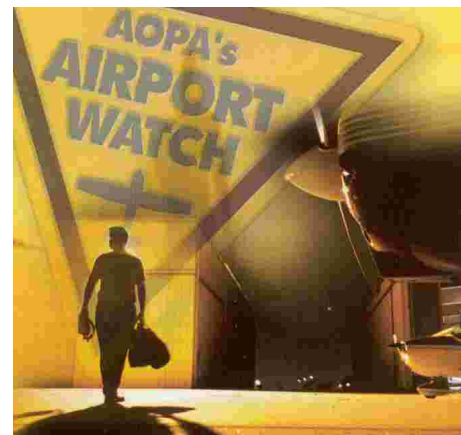
I asked Bill what drove him to spend the years necessary to research such a project. He replied, "We were at an F-102 reunion in 2002 and during that time I sensed the continued excitement of these people. At that same time there were still a few of the founding fathers around making it obvious to me that we had enough collective memory to tell our story." Miller, a 38-year Guardsman himself, was probably the man with the best knowledge, experience, insight and contacts to do the job.



In the beginning . . .

Miller provides in great detail the origins of the squadron in 1946 with WWII surplus equipment and highly experienced veterans. Gowen Field had then been recently deactivated as an

Reading Miller's book brought back memories of when I was a young boy sneaking into the pilot's ready room and the excitement of climbing up into the cockpit of an F-102. Miller's book



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Idaho Airport/ Facility Directory

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brings back the same excitement to his readers with this synopsis of 29 exciting years of Idaho aviation history.

More information on "**First Class or Not At All**" can be found at: <http://sites.google.com/site/firstclass190thorg>.





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MCCALL, GATEWAY TO THE IDAHO BACKCOUNTRY



Boy Scouts, Volunteers Clean Magee Airstrip

By: ITD Transporter Staff

A small army of volunteers descended on the Magee Airstrip east of Coeur d'Alene earlier this year to



remove residuals of a long winter and a noncompliant nearby creek.

"Early inspections showed more winter leftovers at the backcountry airstrip than usual because of a long, hard winter and a creek that escaped its banks," explained Aeronautics' Airport Manager Gary McElheney. The popular grass airstrip needed some additional help.

That's where members of a local Boy Scout troop stepped in. About 18 Scouts and their supervisors joined 16 pilots and friends to remove rocks, stream debris and other material that littered the airstrip.

"Collectively, they devoted about 219 person-hours of cleanup – or nearly half of the hours logged at all of the state's adopted airstrips in 2008 combined," McElheney said.

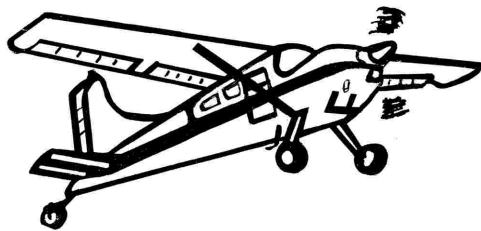
Many of the volunteers endured a two-hour drive from Coeur d'Alene to reach the airstrip Friday night (May 22). They devoted all of the following day to spring cleaning.

Volunteer groups have adopted half of the state's 30 backcountry airstrips as part of Idaho's Adopt-An-Airport program. Last year they devoted 516 hours, worth an estimated \$6,700 in labor, working at the airports. Activities include cleaning, removal of rocks and debris from the landing strip, mowing, and cleaning camping facilities.

"They did a great job preparing the airstrip for a busy season," McElheney said. "We really appreciate all of their time and labor. Volunteers help us

Clean Up

Continued on page 17



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Above, short final to the Flying B Ranch. Fortunately, no serious injuries



Clean Up

Continued from page 16

maintain and operate one of the best backcountry airstrip programs in the country.”

Lee Hannibal, an adult leader with Troop 216, had this to add, “The Magee clean up was a great success.... The strip is now in the best shape I’ve seen. We even have 2 brand new wind socks thanks to the Coeur d’Alene staff....”

If you recall in the spring edition, it was Brandon Tesulov, a Troop 216 Eagle Scout candidate who installed two benches at Magee last summer for his Eagle project. Troop leaders and fellow scouts assisted him in the successful

completion of this project.

Although many volunteers assisted in the clean up at Magee and rightfully deserve our sincere appreciation for their hours of hard work, it is comforting to know that embodied in these scouts are the volunteers who will continue to care for these Idaho gems long after we have woven our lives into Idaho’s aviation past. Editor

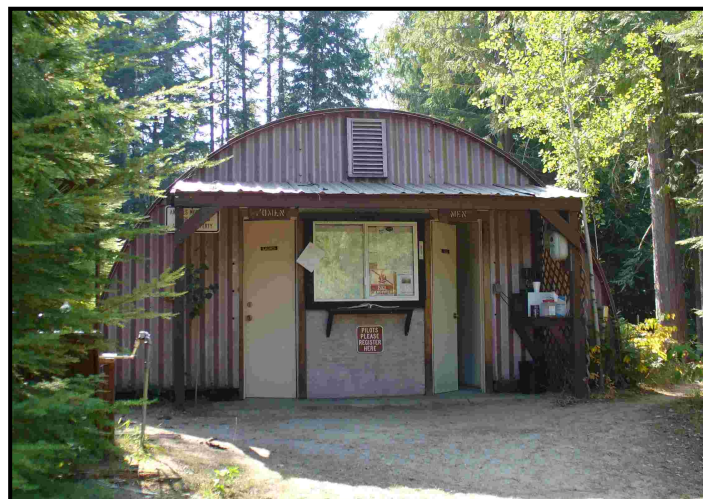


Radio Chatter

Continued from page 4

of capital funding to complete. This in conjunction with the newly replanted grass on the runway will bring Cavanaugh Bay up to first class recreation airport status.”

Thanks Gary; great job by you, Todd, Erik and everyone else involved in the project!



Cavanaugh Bay “Before”



Cavanaugh Bay “After”





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Young Eagles in Nampa

By: Jim Morrow, EAA Chapter 103

Young Eagles is an Experimental Aircraft Association (EAA) national program that introduces kids to aviation by giving them free airplane rides. Most of these rides are given at Young Eagle rallies organized by local EAA chapters; however, the Young Eagles program is designed so that any EAA member can participate regardless of association with local chapters. Nationwide, the Young Eagles program has given rides to over 1.4 million kids.

EAA chapters publicize their Young Eagle rallies in a variety of ways. One common practice is to plan rallies to coincide with other airport events. The Nampa Idaho EAA chapter (EAA103) often plans its rallies to coincide with events at the Warhawk Air Museum, which consistently draws large crowds.

The EAA103 hangar is conveniently located between the Warhawk Air Museum and the Nampa Airport Cafe making it is relatively easy to direct people to the free rides. The rallies usually run from about 9:00 AM until 12:00 Noon and usually provide rides for 20-50 kids.

Because the Young Eagles Program is designed so that any national members can participate, we can tap other chapters, even individuals that are not members of local

chapters, to help with Young Eagle rallies. Having enough planes and pilots is a concern anytime a rally is open to the general public. It is always better to have pilots standing around eating donuts than having a bunch of kids anxiously waiting for their rides.

EAA103 members also help other chapters with their rallies. In fact, our members probably give more rides at other chapter's rallies than at EAA103 events. One of the most popular Young Eagles events is the annual rally at the Idaho School for the Deaf and Blind in Gooding. This

event is organized by the Idaho Falls chapter (EAA407), but planes, pilots and ground crew from throughout southern Idaho participate. This year, EAA103 members provided five planes and pilots, four ground crew members and flew nearly two-thirds of the 58 kids that participated.

The Young Eagles Program is a great way to introduce kids to aviation and is a lot of fun for the kids and the adult participants. Any EAA member who can legally carry passengers can give Young Eagles rides and anyone who enjoys seeing kids having a lot of fun can serve as ground crew. Pilots should expect to get a lot of experience with making first time passengers feel comfortable and safe. This can result in some unusual challenges but is almost always a lot of fun.



Rick Budwee (above) and Jim Morrow (below) with some of their Young Eagles.



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Keynote Speaker: Barbara Morgan



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Maj. Gen. Robert F. Molinelli
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Reservations can be made by e-mailing HallofFame@cableone.net or calling 208-559-6504. Tickets are \$50 for nonmembers and \$35 for IAHOH members with the opportunity for nonmembers to join the organization and attend the dinner for \$80 (a savings of \$15). **Seating is limited.**

